

COMMISSIONERS APPROVAL

CHILCOTT 

LUND 

THOMPSON

TAYLOR (Clerk & Recorder)

Date.....June 12, 2006

Members Present.....Commissioner Greg Chilcott,
Commissioner Betty Lund and Commissioner Alan Thompson

Minutes: Sally Fortino and Glenda Wiles

The Board of County Commissioners met for the final plat approval for Fournier Lots. Commissioner Thompson made a motion to approve the final plat for the subdivision. Commissioner Lund seconded the motion and all voted "aye".

In other business, the Board of County Commissioners approved the submitted subdivision minutes for January 5, 10, 19; February 23; March 9, 14, 21; and April 4, 2006. Commissioner Lund made a motion to approve the minutes, as corrected. Commissioner Thompson seconded the motion. All voted "aye".

In other business, the Board of County Commissioners met to discuss and possibly approve the new inmate phone system. Present was Lt. Cathy Powell of the Sheriff's Office, who distributed copies of the original contract. Cathy explained the ways in which the phone system aided the inmates and the Sheriff's office. Some problems have been encountered with the phone cards, but the problems are infrequent. She stated they need to be ADA compliant with the ability to have one receiver per visitation area for the hearing impaired.

Commissioner Chilcott suggested checking a copy of the old contract. Commissioner Lund made a motion to approve and sign the contract, including the Master Services agreement and the Securus schedule. Commissioner Thompson seconded the motion, and all voted "aye".

In other business, the Board of County Commissioners met to discuss and decide on new computer purchases for fiscal year 2007. Joe Frohlich of Information Technologies Services was present.

Joe distributed a chart naming the departments in need of computer upgrades in the next budget year. He said it is imperative to find a way to replace equipment as needed, without an exorbitant amount in one year. The Commissioners discussed the need and possibilities available within the department's projected budget. The Department is trying to budget for

upcoming fiscal years, which will prevent the County from being caught with a huge replacement cost in one budget cycle.

Commissioner Chilcott suggested a rotation schedule be established, and unused funds go into a capital reserve fund. Computers not being replaced will have funds toward their replacement as necessary. Joe suggested purchasing an office license with each machine. This would save the County money in the long run, since upgrades would be part of the package. Joe said training is distributed within the offices, so these packages would be helpful to all departments.

Commissioner Lund commented that the 2007 budget would require infusion of funds to purchase these machines. Joe will schedule another meeting to include Internal Auditor Klarryse Murphy.

In other business, the Board of County Commissioners met with the Airport Board for discussion and decision on airport parking, the Hamilton Gun Club lease and other airport matters. Page Gough, Interim Airport Manager; David Ohnstad, Road and Bridge Department; Airport Board Members and Steve Wolters of North Star Aviation were present for the discussion. Also present were members of the public.

Airport Board Member Carl Fox said they are trying to avoid conflict; with two field base operators (FBO) there should be a separation of lines. He said the parking spaces listed on page 2 have been removed; they were in front of a hangar door. They no longer exist. Carl thinks parking spaces 9, 18, 26, and 27-32 should be removed. Parking spaces have been used very infrequently in the last several years. North Star has discouraged use of those spaces to facilitate larger aircraft using the space. They have assigned parking spaces to individual aircraft, at \$120 per year for an assigned space.

Commissioner Chilcott stated the county is not going to rent ten spaces to a vendor and then let them lease the spaces at a profit.

Carl said when you own an aircraft it is necessary to rent space. There will only be about three spaces left when this process is finished.

James said they could develop a simplified lease for parking spots, specifying that they can't be sublet, if a spot is vacant for a period of time, the spot could no longer be held for that person. Carl said they want to improve the grass area so it would be suitable for parking, developing tie downs in that area. It is not as expensive as paving.

Commissioner Lund asked how many planes could be accommodated in grass parking. Carl said probably 30 or 40. He said the selected parking spaces are to be managed by field based operators, who are allowed to use the space in front of their hangars for parking. He suggested offering spaces 14-17, 23, 25, to North Star for \$125 per space. And return the area east of #8 to grass. This would give an overall gain to parking. Jets shouldn't mix with small planes. Carl also stated they could offer the space east of the south end of Selway hangar to Selway. The other space south of the café remains for transit aircraft. Restrict parking to two hours. There is barely room to park near the café; it should be restricted parking for a period of time. Paint "no parking" by the new hangars

south of the café. Carl stated there needs to be a line that states this is the end of parking. He also felt they should consider a new parking area west of the café and move all single engine aircraft to that area. He stated they should look for grant dollars to fix the taxi way and the county should be able to find the match money. He also felt they need to consider closing the area south of the café to autos. He felt all of this should be done in steps. He also stated they need a road to enter/exit the parking area. Cut grass and 'yellow-tape' the area to define it. This will change the area. Fence the long-term parking area. He stated they are not advocating the gate be closed at this time. He did not think they can make it equal between Pogo Pumps and North Star Aviation for the division of spaces, but they should be able to make it equitable.

Commissioners Lund and Thompson said they had decided against parking because of the traffic. Carl said any entrance would have to be under direction of the field base operators. North Star should not go south of the line; Pogo should not go north of it.

Commissioner Lund said there are 8 spaces for North Star and 7 for Pogo. Carl said both have areas in front of their hangars; we would probably be able to develop 3 more spaces. It balances out well, as Pogo has the advantage with dealing with 'self-serve'; North Star has the advantage with jets.

The Airport Board examined a similar scenario, but did not include Pogo parking. David Hedditch said the Airport Board approved the basic concept. Carl said they would actually be able to gain an equal number of spaces.

Public comment was called for.

Skip Matthieson said transient parking is going to be a problem. Grass parking is not a problem for most aircraft.

Mark Fournier (Pogo Pumps and Viper Air) said the hangars being eliminated are to the benefit of North Star. Ravalli County loses revenue. To give North Star more parking or eliminate spots to cater to that business is unfair. Mark stated there is a drastic difference in his business parking and North Stars. It is not remotely fair. He felt they need two areas to eliminate future problems. Mark said the hangar is tied into the new taxiway, which eliminates 4 more revenue spots.

Steve said the hangar is 125 x 80', so it is not feasible to consider Mark's suggestion. Many of the parking configurations come from years of use. He stated there has not been an airplane parked in the area he is discussing utilizing for some time.

Commissioner Chilcott asked for recommendations from the Airport Board. Dave said it looks like a good solution. It doesn't have to be in concrete; there could be some changes.

Carl said the black lines on the map indicate wing tips of large aircraft. No one has used #18 for a long time. #26 is a slightly different situation. Commissioner Lund said she understands Mark's point. It looks like #18 has to go away, due to traffic. Carl said to bring in larger jets into North Star #18 has to go and #26 is a major problem.

Commissioner Lund asked if Pogo has the ability to bring in larger planes. Carl said they could, 'with a tug'. It comes down to how many spaces you are going to charge each field base operator for, to have them manage. Carl said there should be 65' on each side of the line for taxiing. If they paint a taxi line it makes liability issues. 1-T should be removed as far as parking an aircraft in it. Pogo could get more airplanes if you are managing it by letting them stack the airplanes in there.

Commissioner Lund said she would need to think about it; there is so much information.

Commissioner Thompson said they need the Airport Board to weigh in on what has been presented.

Commissioner Chilcott suggested the Airport Board look at the final plan, making a recommendation on what has been presented today. David said the Airport Board has no problem with what has been presented. The Airport Board won't have a problem approving it as is.

Commissioner Thompson suggested the Airport Board consider new auto parking when they look at the map. He is concerned that auto traffic and aircraft are intermingling. Page said it is presently an open area; he will work with the Airport Board on the issue. Commissioner Thompson said they might close off where autos can access now; maybe the gate should be moved.

Commissioner Chilcott said he looks forward to the Airport Board's recommendation.

In other business, the Board of County Commissioners met with Mary Gehl, regarding the Hamilton Gun Club lease. Airport Board Members were still present for this meeting along with Civil Counsel James McCubbin.

Dave Hedditch said he heard a rumor that a road will go in, eliminating the #3 trap. He looked at it yesterday, noting the gate can be closed any time they have a shoot. The Forest Service doesn't work on Sundays, except during fire season. Dave stated if they obtain the land purchases, then the east side of the runway would be a place for the Trap Club to move to.

Mary indicated they have been waiting for an addendum to their 1999 lease. Commissioner Lund stated they have the addendum. Mary stated Red has said the addendum has been forthcoming for over a year and she has not seen it yet. She stated right now the County building is on their leased land. She stated Red told her, as of three weeks ago they would receive something in the mail, and the membership needs to review this written addendum. Another Trap Club Member (Skip) stated they have put quite a bit of money into their club and are expanding their programs for community participation. Allowing the road into the Forest Service limits their land use, and while they could gate the fence and work with North Star Aviation on the delivery of fuel, there are other issues that need to be addressed.

Mary stated shutting down the second trap would require they shut down their Wednesday night leagues and Junior Trap League. James stated it appears they need to either revise the present lease or prepare a new one.

It was agreed Mary will work with Page and Dave Hedditch on this issue.

Mary stated Earl Pollard has filed a claim with the state DEQ, declaring the club as a toxic waste dump, and the County is covering it up. They received the final report from DEQ which stated they are not a toxic waste dump.

Page indicated Steve Wolters wants to construct an asphalt area from his existing hangar (west side door to taxi way) in order to utilize the area. The Airport Board has reviewed this and sees no problems. He is simply paving part of a road that might be a taxiway. The Board has no problems and Steve will pay for the paving.

Airport Board Member Betsy Kratofil asked how this afternoon's meeting could take place when they do not have an ALP or the Environmental Assessment.

Due to other issues that still need to be discussed in regard to airport matters, Commissioner Lund made a motion to continue the meeting to 3:30 p.m. Commissioner Thompson seconded the motion and all voted "aye".

In other business the Board met with Sheriff Chris Hoffman, Under Sheriff Kevin McConnell, Deputy County Attorney Bill Fulbright, Administrative Director Skip Rosenthal, Administrative Assistant to the Sheriff Wanda Lorea, Victim Witness Coordinator Val Widmer, and Pete Clarkson.

Bill stated a few years ago Val was working on a sexual assault response team, and in doing that she put together an interagency agreement on handling responses to child abuse and sexual abuse. It included the Sheriff's Office, Child and Family Services, Mental Health, County Attorney's Office, etc. They met to standardize their response and have basic protocols. They began to receive training on a national level which opened the door to some grant applications. Their objective was to secure grant funding for training on forensic interviewing, which gathers evidence of abuse or neglect. It is a very defensible interviewing process. They applied for one grant to receive training. They also applied for a second grant for program development, which allows for a Children's Advocacy Center. In November they received notification of both the first \$5,000 grant and the second \$45,000.00 grant. They were not sure how that would work. They received some of their training last week (19 present) in forensic interviewing. They initiated the Child Advocacy Center, which allows for a long-term place for interviews and medical exams. They anticipated their team would administer the grant, but have found out other people need to be involved; for example, making deposits and paying the trainer. So Bill met with Skip to solve these things, along with having a sub-recipient agreement. Bill said they have looked at some models of the sub-recipient agreement, but have not produced one to sign.

Commissioner Lund asked if one person within the team will be responsible for the administration of the grant. Skip stated there is no doubt this advocacy center is a good idea. The grant applications give them a good chunk of money. The organization's name

is the Ravalli County S.O. but after reviewing this, he finds one grant for training, the other is for staffing and location. They are in the process of putting a Board of Directors together and having a non-profit organization. Skip's recommendation is that Ravalli County is the recipient for the funds and the group manages the money on where to spend, etc. Skip has set up two accounts, one for each grant and a revenue line for each grant, which allows them to obtain private monies. When they obtain their 501(C) 3 the money is transferred to them and they will be fully accountable. The current priority is to organize, pay the bills and make a transition process.

Bill will work with accounting in order to pay the bills and work through the transition process, and Skip will supply a sub-recipient agreement for the Commissioners to review. James suggested they agree to the terms and not have another meeting. Skip suggested having the County be an umbrella, have fiscal responsibility for payroll, purchasing and the Children's Advocacy have responsibility to carry out the provisions of the grants and continue to seek incorporation, keeping the County apprised of any changes in the grant. Once incorporation occurs the Board of Directors administers the grant and takes fiscal accountability. Bill stated they are in the middle of one of the grants and would like to visit with the grant people to see if they want to have this end with the fiscal year with the next cycle going to the Board of Directors.

Based on this information, Commissioner Lund made a motion to follow Skip's recommendation (similar to other sub-recipient agreements) and as outlined above by Skip. Commissioner Thompson seconded the motion. There was no public comment. All voted "aye".

Val stated they have a location at 800 N. 2nd Street and they already have some private donors. The house is being renovated at this time. Sheriff Hoffman stated this is an exciting project.

In other business the Board met with Civil Counsel James McCubbin and Road Supervisor David Ohnstad in regard to two trailers being left in the county right-of-way on the upper portion of S. Sunset Bench Road. Hal Madsen who is the owner of the property bordering the right of way stated he would pay for the trailers being disposed of. Hal currently lives in Arizona and stated he does not know to whom the trailers belonged. The Road Department removed the trailers and sent Hal an invoice for \$4,292.07. Hal received the invoice and stated he had agreed to only pay for the disposal portion which was \$478.80 and not for the other items, such as equipment and labor to remove the trailers. James stated Road Foreman Bill Meisner has worked with Hal. It was also noted the trailers were an obstruction to a county roadway; and they were moved from Hal's property, but Hal stated they were not his trailers.

David stated the trailers were placed on the road easement. Someone took one of the trailers and they left one. David stated the landfill was supposed to have this pre-arranged but when they got the trailer and the contents there, they were unaware the cost was higher.

No one knows the legal owners, and while they were placed on a County easement, the road is not being maintained. James stated this is a public nuisance and the County would become responsible for the trailers.

Further discussion was to find out who placed these trailers there and have them pay the remaining balance of \$3,800. David stated he didn't go look at the trailers or the site, and he understood they were going to remove the trailer, with Hal responsible to the disposal. He stated he allowed Bill Meisner to discuss the costs with Hal and the disposal company. James stated there is no written contract and Hal has paid for the disposal with the Missoula Landfill. Glenda suggested they pull the aerial photos and see if they can determine when the trailers were placed there, particularly in light of the fact that Hal Madsen had recently purchased the property. If the trailers were on the property, Hal might be the responsible party in the move of the trailers into the easement. Commissioner Lund asked David to visit with GIS and review the aerial photos. David stated he did not have time to review the photos. He stated his concern is that his department be reimbursed the \$3,800 for the trailer disposal. Commissioner Chilcott advised David to visit with Bill to determine what he discussed with Hal so they know how to move forward.

In other business the Board met with Jim Parker in regard to the purchase of the Bibler Building, located at 3rd and Bedford Streets. Discussion included having the current owner carry the contract on the building, to which he was amenable, and the maintenance issues, including the sewer repair issue. It was agreed Jim will develop a 10-year contract and will return the contract to the Board for review on June 20th.

The Board met to discuss a potential land purchase around the airport. Numerous members of the public were present, along with members of the Airport Board. It was noted that no environmental assessment has been received from the Engineers.

Airport Board Chairman Dave Hedditch noted when the Environmental Assessment comes back they hope to purchase properties around the airport.

Citizen Dennis Moore asked who the engineers are and how much the environmental assessment would cost. It was noted the Engineers on this project are Morrison and Maierle.

Dave Hardy asked what the current status of the Resolution for voting on the airport (public vote) was and what the estimated costs to the County are for expansion. Commissioner Lund stated the resolution was passed in 2001 and any expansion would go to the people for vote. The time of the vote would depend upon when the environmental assessment is completed. The cost would be determined by what land they purchase. Dave Hedditch stated it is important to remember how much funding they receive from the F.A.A. and the State of Montana for this land purchase. The match by the county would be as low as 2.% and the Safety Foundation is soliciting for the 2.5%.

Gwen Haas asked how much they need to gather up.

Dennis stated in 2007 the F.A.A. has significant budget changes and that could change any commitment given today. He stated the F.A.A. has a lack of funding and no one should anticipate those funds to be there. Dave Hedditch stated if they say there are funds they will honor them. Dave also noted the money is for the land to protect the Airport; they are

not even talking about Airport expansion, as that is down the road. Dennis asked why they do not put in an air aviation easement, as they are well protected.

Dave Hardy asked what the time tables of the public vote would be. Commissioner Chilcott stated they can not answer that question until they see the environmental assessment. Dave asked if funding is a go, what the time table would be, such as a special election or under the general election. Commissioner Chilcott stated it would make sense to hold something in conjunction with other elections, as elections are costly.

Gwen stated it sounds like the Board wants to expand the airport. Commissioner Chilcott stated he has not heard that in this meeting. Gwen stated the Airport Board wants to expand the airport and the previous person in charge of the Airport Board wanted an expansion. If the county purchases the land that means the expansion will come, and F.A.A. Administrator John Styba has made that pretty clear to her. She asked where the Commissioners stand.

Commissioner Chilcott stated they do not have the environmental assessment back; and while he has heard a lot of the peripheral 'stuff' in regard to expansion, there are no facts on which to base that decision. Gwen stated a few years ago the Commissioners indicated they would not go beyond Task Order #2, but they have now gone beyond that Task Order. The county has spent more money and borrowed more money since then. Commissioner Lund stated they have not borrowed any more money, except the snow removal equipment building, and they moved forward with the environmental assess to see what is there (i.e., an old Indian Burial Ground or something else that might be there). After they receive the environmental assessment, the Commissioners will have some hard decisions in regard to land purchase, etc. Gwen asked if the issue of expansion will be put on the ballot before the land is purchased. Commissioner Lund stated they would probably want to know what the people want before they purchase the land. Gwen stated 7,000 people signed the petition that they did not want their tax dollars spent that way, yet the Commissioners continue to move forward with the 'jet port'.

Commissioner Chilcott stated they do not know how much the land will cost and he does not know what strings are attached to any land purchase. Until those questions are answered, no decision on any airport expansion can be made.

Gwen asked Dave Hedditch if the environmental assessment comes back, do they purchase the land and then expand. Dave stated the environmental assessment will only address the land purchase, but it is premature to address any expansion. Gwen asked if they intend to use the environmental assessment in order to move forward with expansion or the land purchase. Dave stated John Styba did not address one or the other; John simply wants to find out what the Board of County Commissioners wanted to do. John asked about this about 3-4 weeks ago in regard to land purchase only. Commissioner Lund said the Board of County Commissioner can not address John's question without vital information (the assessment).

Mike Jorgenson of Corvallis is confused about the practice of moving forward based on the Airport Board. He understands the safety reasons due to larger aircraft using the runway. Now it seems the county is at a point of utilizing funds for land purchase for

expansion. He asked why they are asking for an airport expansion when the county already has an airport. He stated he saw what happened to Sun Valley, Idaho, and will happen here. Mike stated they have an over usage right now for the number of aircraft and hangars. If it is a B-2 airport, take the 35' taxi way, so the larger planes do not land there. Haley, Idaho, has the noise on Saturday and Sunday now. The large aircraft serves a hand full of individuals and he stated he opposes any expansion. The bigger aircraft can go to Stevensville and Missoula.

Larry Hilton agrees with Mike Jorgenson. The airport does not have to get big for the sake of getting bigger.

Don Mayberry asked how many residents own the large aircraft and how many operators go to Missoula and would come here if they could, one or two? He stated those one or two 'aren't worth it'.

Dennis Moore stated one of the biggest issues is the board members the Commissioners have appointed. He stated they have a lopsided board; as the members own planes and they are able to make hundreds of thousands of dollars in the expansion. It has been lopsided from the day Commissioners Thompson and Lund put them on the Board.

Dave asked why he feels there is an imbalance. Dennis said Fred Haaskamp owns a plane. Dave said he is a pilot but does not own a hangar and Jim is a land appraiser. Commissioner Chilcott stated having knowledgeable people sit on boards does not hurt. Dennis said he agrees, but they need to look at the community to see if they are well represented.

Dave Hardy asked if the communication from John Styba was written communication and is it public information. Commissioner Lund said it is available.

Don Mayberry stated his question is not being adequately answered. Commissioner Chilcott stated they do not have the answer at this time. Don stated this only benefits a small number of people. Commissioner Lund stated the airport benefits many community members, such as Forest Service, aircraft for fires, businesses, etc.

Carl Fox stated the makeup of the Board is that he is a pilot, but his aircraft is not housed there. In regard to expansion, he has personally stuck with the 4,200' but there is a compliance problem with the F.A.A. regulations and the runway needs to be moved 35-40'. He stated pilots are on the Airport Board because you have to know something in order to make good decisions. Not everyone on the Board is in favor of expanding the airport; he feels there are at least 3 people who are opposed to expansion. He stated the county need to be in compliance in order to continue receiving federal funding. He stated he does not want this to fall on the county taxpayers. Carl feels they do not need to accommodate any aircraft larger than what they have now. He felt it is important to continue with the environmental assessment and move the taxiway. There are a lot of jobs and economy that come from businesses at the airport.

Gwen Haas does not believe the F.A.A. will fund maintenance. Carl stated the F.A.A. paid for the new crack seal. Gwen asked why they must expand to accommodate out-of-state

planes. Commissioner Chilcott said she was assuming they were going to expand. Gwen said it is a huge commitment.

Dennis stated this is a threat issue from the F.A.A. He stated he has never seen that in writing.

Dave Hardy stated the Board of County Commissioners should receive a firm answer from the F.A.A. on these funds.

Gwen asked why they need a separation when the larger aircraft are not even housed here.

Tex Irwin stated the agenda was land acquisition, not expansion. Federal Government purchases land everyday and it is the F.A.A.'s job to save airports; besides most monies come from taxes through airlines. He stated one airport closes every week due to residential expansion. He stated it is important to protect the airport. There is a good mix on the Airport Board just like the Park Board, etc., and the county needs their knowledge. Tex stated he supports additional lands, whether the airport is expanded or not. It can be open space and a safety area. He stated schools, libraries, and highways are expanded all the time. And it is not fair to say it is just a select few. He agreed there are arguments against pollution and noise. But look around to anything that is diesel and schools for noise. These are broad statements. Airports and runways are part of the transportation industry in the United States. And the transportation industry is an important part of our economy and recreation.

Public comment was closed. Commissioner Chilcott thanked everyone for coming, noting there would be opportunity for more public comment.

The Board then reconvened from the morning meeting with the Airport Board to discuss the road that needs to be constructed to the Forest Service SEAT Base Operation. Dave Hedditch stated he met with Road Supervisor David Ohnstad. Dave had visited with WGM and they agreed to design the road. They need to see what the project will cost for the SEAT base operations. The road can be gravel with dust abatement. As soon as they hear something they will get back to the Board of County Commissioners. Dave stated they could call John Styba and see if they can be reimbursed for the engineering. The Forest Service will then pay an annual lease on the SEAT base. The estimate for this project is \$6,000. Commissioner Chilcott asked if this money is somewhere in the Airport budget. Dave stated it might be under the capital improvement. There will be some revenues from the Leonardi Property (approx \$5,000). It was noted there was only \$578.00 in capital acquisition.

Dave also stated Max Martz wants to put a hangar with a 52' setback at the southeast corner. The ALP calls for a 65' setback. Dave talked to the engineer and found there is a large field there that can house large aircraft. The Airport Board is to stay with the 65' setback. Bill Stewart has a 52' setback so Max is using that as a precedent. Dave stated two wrongs don't make a right. Commissioner Thompson said the Board of County Commissioners did not grant the other 52' setback, so there is no precedent.

Page also addressed the possibility of obtaining an Internet connection. He has a phone line and printer and wants the Internet, which will cost approx \$150, less than what the cell phone has cost. He needs to do tail number searches, information, and emailing back and forth to Glenda. The Board advised Page to visit with Accounting and make sure monies are set forth for these.

Discussion of the land purchase occurred again and those that want to argue against any expansion. Jim Trowbridge stated the environmental assessment should have been out a couple of years ago.

The Board also addressed the fuel farm issue for Steve Wolters. The development fees will only be charged on the new portion of the 20' section and to start the lease as of July 1st. Discussion also included the large hangar that Steve will be building and the possibility of cutting off some access to Keith Evans' hangar. The Board concurred that this needs to be reviewed prior to any construction. Steve stated he needs the larger lot for future use if the fuel system is relocated to a different location. For the time being the fuel system is in lieu of hangar and he has talked to Keith about that. He also stated he would disagree with the access portion of Keith's hangar, as he has 5' on either side of a 182. Steve parks his plane with 2' of space on each wing. He also stated he can adjust the boundary if needed at that time. Commissioner Lund suggested Steve and Keith get together and come to a mutual understanding of how that works. Steve stated the lease on this spot has been going on and he needs to move forward. Commissioner Thompson stated he has the lease, which only requires signatures.